

Shore's Martinez Terminal
Notice of Preparation and Notice of
Public Scoping Meeting for an EIR
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tanker loading and unloading facility. It is capable of operating year-round, 24-hours per day. It is used to transfer crude oil and petroleum products such as gasoline, gasoline components, diesel fuel, residual fuel oil, and oxygenated fuel additive methyl tertiary butyl ether (MTBE).

The terminal consists of a 40x100 foot concrete wharf connected to land by a 1,700-foot long trestle which supports an 11-foot wide roadway and pipe rack (see Figure 3). The wharf is equipped with four breasting dolphins, which are used to moor vessels securely to the wharf. The wharf transfer area is surrounded by a six-inch spill containment curb and drains to a 25-barrel capacity sump.

The wharf routinely handles vessels up to 96,000 dead weight tons (DWTs). Its design capacity allows it to handle vessels up to 150,000 DWTs and 950 feet in length.

There are three hydraulically operated loading arms on the wharf. Two are 16-inches and one is 10-inches in diameter. One 16-inch arm is used for crude and fuel oil transfers and is connected to a 30-inch diameter shore pipeline. A second 16-inch arm is used for clean product transfers. The third loading arm is 10-inches in diameter and is used as a spare.

The wharf is equipped with a vapor recovery system used when tank vessels are loaded. Recovered vapors are carried to an onshore oxidizer via a 12-inch pipeline.

Oil spill equipment located on the wharf includes 700-feet of boom on each of the mooring dolphins, a spill response/boom deployment boat and a drum skimmer and collection bladder.

In March 2000, the CSLC prepared and circulated an Initial Study to examine the potential environmental impacts of continued terminal operations and of reasonable measures to avoid or mitigate them. A copy of the Initial Study may be obtained by contacting:

Dan Gorfain
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, California 95825
Tel.: (916) 574-1889

Copies of the Initial Study will also be available at the Scoping Meeting.

Potential areas of environmental impact followed the list of issue areas included in the State's Environmental Checklist. The Initial Study included a review of terminal operations, wharf facilities, pipelines and pipeline throughputs, past and present tanker and barge operations, and potential navigational hazards in the terminal area. It also